

## CHAPTER 2: TRANSPORTATION ELEMENT

**Goal 42.1 • To provide a safe, cost effective, and functional multi-modal transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs with the growth and development of the County.**

**Objective 42.1.A • ~~Continue to~~ Provide and maintain a safe, convenient, efficient, and cost effective ~~arterial and collector~~ roadway network for present and future residents. ~~by implementing the regulations and guidelines specified in the following policies.~~**

Policy 42.1.A.1 • The Land Development Code shall contain regulations that ~~provide for~~ require specified future developments to pay all costs associated with the construction of development necessitated internal roads as well as applicable research based construction standards so that future roads can be accepted by the County into the County system. Nothing in this Policy shall be interpreted to preclude the County from requiring the development to pay all the costs to the County associated with the construction of any external road or roadway improvement made necessary by the development ~~that is not necessarily internal to the development.~~

~~Policy 4.1.A.2 • The Land Development Code shall continue to include construction standards, based primarily on FDOT Standard Specifications and standard AASHTO tests, so that future roads can be constructed pursuant to the applicable standards and accepted by the County into the County system. These standards were adopted into the Land Development Code on August 22, 1991 and address subgrade, excavation, curb and gutter, base and surfacing.~~

*Staff Analysis Note: Combined with Policy above.*

Policy 42.1.A.3 ~~2~~ • All new development projects with internal circulation and or parking needs shall be required to provide safe and convenient on-site traffic flow, ~~labor intensive transportation facilities and sufficient automobile and bicycle parking to accommodate the needs of the development project.~~

*Staff Analysis Note: This policy is proposed to be revised and deleted portions relocated to Policy 2.1.C.6.*

Policy 42.1.A.4 ~~3~~ • The Land Development Code shall ~~continue to address and~~ regulate the control of connection points to arterials and major collectors, at a minimum. ~~and increase the number of interconnections among developments in order to facilitate safe and efficient access.~~ The regulations established by the Land Development Code are based primarily on the standards in Florida Department of Transportation Rules 14-96 and 14-97. ~~These regulations and~~ shall also include requirements for joint, internalized, and cross access, driveway and parking lot design, and other principles and guidelines recommended by the Center for Urban Transportation Research (CUTR) for the specific purposes of preserving the functionality of the roadway and reducing patron's vehicle miles traveled. ~~Access management standards have been adopted into the Land Development Code for arterials, urban and rural major collectors county wide.~~

Policy 42.1.A.5 ~~4~~ • The Land Development Code shall continue to require building setbacks on all collector and arterial roadways for the purpose of preventing building encroachment and thus permitting future safe and efficient traffic circulation at a minimal cost. ~~For new development, building setbacks on arterial roadways shall be 50 feet; building setbacks on collector roadways shall be 25 feet. Variances to these setbacks may be granted when strict application of the requirement limits all reasonable use of the property as allowed by the Future Land Use Map.~~

*Staff Analysis Note: This level of specificity is not necessary and Comprehensive Plan Policy is not subject to variance procedures.*

Policy 42.1.A.6 ~~5~~ • Santa Rosa County shall coordinate with the Florida Department of Transportation on access related decisions that impact the State Highway System.

**Policy 2.1.A.6 • The County shall continue to participate in the Florida-Alabama TPO Traffic Signal Working Group to advocate the set aside of federal/state funds for traffic signal timing on a regular basis and to identify corridors for traffic signal timing within the County's jurisdiction.**

**Policy 2.1.A.7 • The County shall participate in the update of the US 90 and 98 Corridor Management Plans whose goals are to identify short term projects to improve transportation systems operation and safety. Projects are implemented as funding becomes available.**

**Objective 42.1.B • ~~Assure that the transportation system supports the County's growth management goals and is consistent with local, regional, and state plans through the continual coordination of~~ Coordinate land use planning with transportation planning, including regional and state transportation planning.**

Policy 4.1.B.1 • ~~All land use decisions shall be consistent with the adopted Future Land Use Map and the adopted Future Transportation Map.~~

Policy 4.1.B.2 • ~~The County Planning Director or his/her designee shall review all plans and proposals for development or redevelopment within the County utilizing the Future Land Use Map and the Future Transportation Map adopted herein. The review shall include a determination of consistency with these maps. Note: This review is not limited to these particular maps but must include them.~~

Policy 4.1.B.3 • ~~Coordinate transportation improvements with the Future Land Use Element and maintain consistency between land use decisions and transportation system improvements.~~

**Policy 2.1.B.1 • Developments requesting large scale amendments to the Future Land Use Map (greater than 10 acres in size) shall submit a traffic impact analysis including the identification of any necessary mitigation projects and utilizing the most recently adopted Congestion Management Process Plan (CMPP) and any other necessary information, including the adopted**

**Level of Service Standards for roadways not found within the CMPP and the County's Large Scale Amendment Traffic Analysis Procedures Manual.**

*Staff Analysis Note: This is a new policy but is consistent with current operating procedure.*

**Policy 2.1.B.2 • Promote a functional mixture of land uses within the South End, East Milton, Milton, and Pace Planning Areas as well as within the Rural Communities Overlays in order to provide for convenient and integrated non-residential land uses within close proximity to residential land uses when such non-residential land uses present the opportunity to reduce travel times, capture pass-by traffic, or reduce arterial travel.**

*Staff Analysis Note: New Policy that can be utilized when considering applications for non-residential developments within the urbanizing Planning areas and within the Rural Communities overlay, creating consistency with Policy found within the Future Land Use Element.*

**Policy 4 2.1.B.4 3 • Improvements needed to restore the adopted level of service found in Policy 2.1.B.4 below will be shown in the adopted Five Year Schedule of Capital Improvements if programmed within that time frame. (see policies 10.1.E.2 and 10.1.E.3)**

~~(A) In addition to a 5-year schedule, the County will maintain a long term concurrency Management system for those transportation facilities that exceed capacity or are projected to exceed capacity within the 5 year time frame. The long term concurrency management system, not to exceed 15 years, will be established for the following:~~

| Seg# | Road   | Trips Exceeding Capacity in FY 13 |
|------|--|-----------------------------------|
| 41   | CR 184A Berryhill Road from CR 197 Chumuckla Hwy to SR 89 Dogwood Dr         | 190                               |
| 45   | Cr 197 Chumuckla Hwy from US 90 to CR 184 Quintette Road                     | 115                               |
| 65   | West Spencerfield Road from US 90 to CR 184A Berryhill Road                  | 287                               |
| 7    | US 90 from Woodbine Road to East Spencerfield Road                           | 475                               |
| 8    | US 90 from East Spencerfield Road to Bell Lane                               | 168                               |
| 36   | SR 281 Avalon Blvd from I-10 to Cyanamid Road                                | 63                                |
| 47   | CR 197A Woodbine Road from US 90 to Guernsey Road                            | 8                                 |
| 49   | CR 197A Bell Lane from CR191B/CR281B Sterling Way to US 90                   | 773                               |
| Seg# | Road   | Trips Exceeding Capacity in FY 13 |
| 64   | East Spencerfield Road   | 356                               |
| 43   | CR 191B/CR281B Sterling Way from CR197A Bell Lane to SR 281 Avalon Boulevard | 115                               |

(B) Elimination, deferral, or delay of a programmed improvement needed to restore the adopted level of service will be accomplished by amendment.

**Policy 4.2.1.B.5.4** • For Transportation Regional Incentive Program (TRIP) funded facilities, the County adopts the level of service (LOS) standard established by the Florida Department of Transportation by rule, Santa Rosa County utilizes the hereby adopts the peak hour (100<sup>th</sup> highest average hour) level of service standards for roadways found in Table 4.1 the maximum service volumes and LOS standards found within the Transportation Planning Organization's Congestion Management Program Plan (CPMM) for the review of amendments to the Future Land Use Map. For County collector and arterial roads, that are not eligible for inclusion into the CMPP but that are included in the LOS Table found within the support documentation for this Element, the County's review shall utilize the maintenance of LOS D as a basis of review. The LOS standard is "C" for all arterial roads on the Florida Intrastate Highway System (FIHS) of the Strategic Intermodal System (SIS). The LOS standard for roads funded by the Transportation Incentive Program (TRIP) is in accordance with Rule 14-94, Florida Administrative Code. The LOS standard is "D" for all other arterial, and collector roads, with the exception of the following:

*Staff Analysis Note: The County has opted out of statutorily defined transportation concurrency at the development order stage. Therefore, new developments are not required to maintain an adopted level of service for roadways within the County. However, developments seeking amendments to the Comprehensive Plan Future Land Use Map that would increase densities or intensities are reviewed for transportation impact. For large scale amendments (greater than 10 acres), the applicant is required to provide a traffic analysis that identifies roadway impacts and any necessary improvements.*

*In the 2012 Legislative Session, HB 1399 and SB 1866 repealed the definition of Florida Intrastate Highway System (FIHS) and sunset the FIHS as a separate statewide highway network to simplify the planning process. Effective July 1, 2012, the FIHS is no longer a part of the State Highway System. Instead, the Strategic Intermodal System (SIS), established in 2003, takes its place. Currently in Santa Rosa County, only Interstate 10 and SR 87 S are on the SIS. Rule 14-94 was also repealed in 2012. Further since the County utilizes the CMPP LOS standards, requirements of the Florida Department of Transportation for TRIP funding would be addresses therein.*

| Roadway   | LOS Standard   |
|---|--|
| SR 87S from I-10 to US 90 (not on the FIHS/SIS) | "C" for consistency with the segment south of it on the FIHS/SIS |
| CR399 Navarre Beach Bridge and Causeway         | "E"  |

|                                      |   |
|--------------------------------------|---|
| SR281 Avalon Boulevard north of I-10 | "Backlogged" but capacity improvements are underway |
|--------------------------------------|---|

Table 4.1

| Roadway                             | Segment   | Adopted LOS | Functional Classification        |
|-------------------------------------|---|-------------|----------------------------------|
| SR 4                                | Entire Roadway  | {D}         | Minor Arterial                   |
| SR 8 (I-10)<br>FHHS SIS<br>FACILITY | Entire Roadway  | {C}         | Principal Arterial<br>Interstate |
| SR 10 (US 90)                       | Entire Roadway  | {D}         | Minor Arterial                   |
| SR 30 (US 98)                       | Gulf Breeze City Limits to Okaloosa County Line       | {D}         | Other Principal Arterial         |
| SR 87N                              | SR 10 (US 90) to Alabama State Line                   | {D}         | Minor Arterial                   |
| SR 87S                              | SR 8 (I-10) to SR 10 (US90)                           | {C}         | Minor Arterial                   |
| SR 87 S<br>FHHS<br>FACILITY         | SR 30 (US 98) to SR 8 (I-10)                          | {C}         | Minor Arterial                   |
| SR 89                               | SR 87N to Alabama State Line                          | {D}         | Minor Arterial                   |
| SR89N<br>(Dogwood Drive)            | SR10 (US 90) to SR 87N                                | {D}         | Minor Arterial                   |
| SR 281<br>(Avalon Boulevard )       | South of SR 8 (I-10)                                  | {D}         | Minor Arterial                   |
| SR 281<br>(Avalon Boulevard )       | SR 8 (I-10) to SR 10 (US 90)                          | Backlogged* | Minor Arterial                   |
| CR 399<br>(Navarre Beach Bridge)    | Gulf Boulevard to SR 30 (US 98)                       | {E}         | Urban Collector                  |
| CR 399<br>(Gulf Boulevard )         | CR 399 (Navarre Beach Bridge) to Escambia County Line | {D}         | Urban Collector                  |
| CR 399<br>(East Bay                 | SR 30 (US98) to SR 87S                                | {D}         | Urban Collector                  |

|   |   |     |  |
|---|---|-----|--|
| Boulevard<br>{  |   |     |  |
| CR 89<br>{Ward<br>Basin<br>Road}                          | Entire Roadway  | {D} | Minor Arterial/Rural<br>Minor Collector                      |
| CR 184<br>{Hickory<br>Hammock<br>Road}                    | Entire Roadway  | {D} | Urban Collector/Rural<br>Minor Collector                     |
| CR 184<br>{Quintette<br>Road}                             | Entire Roadway  | {D} | Urban Collector/Rural<br>Collector                           |
| CR 184A<br>{Berryhill<br>Road}                            | CR 197 (Chumuckla Highway) to Milton<br>City Limits     | {D} | Urban Collector  |
| CR 191<br>{Munson<br>Highway}                             | SR 87N to SR 4  | {D} | Urban Collector/ Rural<br>Major Collector                    |
| CR 191<br>{Garcon<br>Point<br>Road}                       | SR 281 (Avalon Boulevard) to Milton<br>City Limits      | {D} | Rural Minor Collector/<br>Minor Arterial                     |
| Cr 191<br>{Willard<br>Norris<br>Road}                     | CR 197 (Chumuckla Highway) to SR<br>89N (Dogwood Drive) | {D} | Rural Minor<br>Collector/Urban Collector                     |
| CR<br>191B/281B<br>{Sterling<br>Way/<br>Cyanamid<br>Road} | Entire Roadway  | {D} | Urban Collector  |
| CR 197<br>{Chumuckl<br>a Highway}                         | SR 10 (US 90) to CR 191 (Willard<br>Norris Road)        | {D} | Minor Arterial/ Urban<br>Collector/ Rural Major<br>Collector |
| CR 197<br>{Floridatow<br>n Road}                          | Diamond Street to SR 10 (US 90)                         | {D} | Urban Local  |
| CR 197A<br>{Woodbine<br>Road}                             | Entire Roadway  | {D} | Urban Collector  |
| CR 197A<br>{Bell Lane}                                    | Entire Roadway  | {D} | Urban Collector  |
| CR 182<br>{Allentown                                      | Entire Roadway  |     |  |

| Road/School Road)                |   |     |                 |
|----------------------------------|---|-----|-----------------|
| CR 191A (Old Bagdad Highway)     | Entire Roadway                                    | (D) | Urban-Collector |
| CR 191A (Oriole Beach Road)      | Entire Roadway                                    | (D) | Urban-Local     |
| CR 191B (Soundside Drive)        | Entire Roadway                                    | (D) | Urban-Local     |
| East Spencerfield Road           | Entire Roadway                                    | (D) | Urban-Collector |
| CR 197B (West Spencerfield Road) | Entire Roadway                                    | (D) | Urban-Collector |
| Pine Blossom Road                | Entire Roadway                                    | (D) | Not classified  |
| Glover Lane                      | SR 10 (US 90) to CR 184A (Berryhill Road)         | (D) | Not classified  |
| CR 191A (Mulat Road)             | CR 191B (Sterling Way) to SR 281 Avalon Boulevard | (D) | Urban-Local     |
| Hamilton Bridge Road             | East Spencerfield Road to Milton City Limits      | (D) | Urban-Collector |

• ~~The maximum daily traffic volume allowed is 20,020 Average Annual Daily Trips~~  
Source: Federal Functional Classifications consistent with Federal Aid Road Report, December 13, 2008, published by the Florida Department of Transportation Statistics Office Available online at <http://www.dot.state.fl.us/planning/statistics/fedaid/>. The federal functional classification handbook and boundary information can be found at <http://www.dot.state.fl.us/planning/statistics/hwysys/>.

**~~Objective 4.1.C • Promote a cooperative, continuing and comprehensive area transportation planning process by continually coordinating the County's decision-making process with the plans and programs of the Florida-Alabama Transportation Planning Organization (TPO), the Okaloosa-Walton Transportation Planning Organization, the Florida Department of Transportation (FDOT) and other local, regional, state, and national agencies as appropriate.~~**

~~Policy 4.1.C.1 2.1.B.5 • The County will continue to participate in the preparation of the TPO's short and long range plans. The County's participation will continue to be the provision of representation on the TPO and its committees thus assuring that necessary and desirable projects within Santa Rosa County are consistent with this Plan and with the overall transportation objectives of the County.~~

~~Policy 4.1.C.2 2.1.B.6 • To ensure continued mobility within the US 90 and 98 corridors, the County will:~~

~~(1) — Actively participate in the update of the TPO's Transit Development Plan with the goal of providing express transit service along the US 90 corridor as identified on the Future Transportation Map series (maps 4-1, 4-2, and 4-3)~~

~~(2) — Continue to implement recommendations of the 2002 US 90 Corridor Management Report;~~

~~(3) — Facilitate parallel mobility within the corridors to the maximum extent possible by requiring or providing parallel roads, interconnection of development, sidewalks and bike lands whenever feasible;~~

~~(4) — Continue to work with FDOT to improve traffic flow at key intersections.~~

**~~Objective 4.1.D • Reserved~~**

**~~Objective 4.1.E • Give the highest priority to transportation projects that will relieve existing traffic congestion~~**

~~Policy 4.1.E.1 • The County shall use measures of congestion to prioritize transportation projects in the Capital Improvements Element.~~

*Staff Analysis Comment: This policy was relocated.*

~~Policy 4.1.E.2 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of US 90 between Canal Street and SR 875.~~

~~Policy 4.1.E.3 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of SR 281 (Avalon Boulevard) between 1-10 and US 90.~~

~~Policy 4.1.E.4 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on all segments of US 98.~~



~~Policy 4.1.E.5 2.1.B.7 • Maps 4-1 through 4-5~~ Map 2-1 shows the planned future transportation system for Santa Rosa County and is incorporated herein by reference.

*Staff Analysis Note: This Policy was relocated.*

Policy 2.1.B.8 • The County shall continue to request, recommend, and support the feasibility of a multi-modal Navarre Community Access Road.

Policy 2.1.B.9 • The County shall continue to request, recommend, and support the feasibility of a north-south connection from US 90 to Berryhill Road.

Policy 2.1.B.10 • The County shall continue to request, recommend, and support the feasibility of an east-west connection from SR 87 to Escambia County.

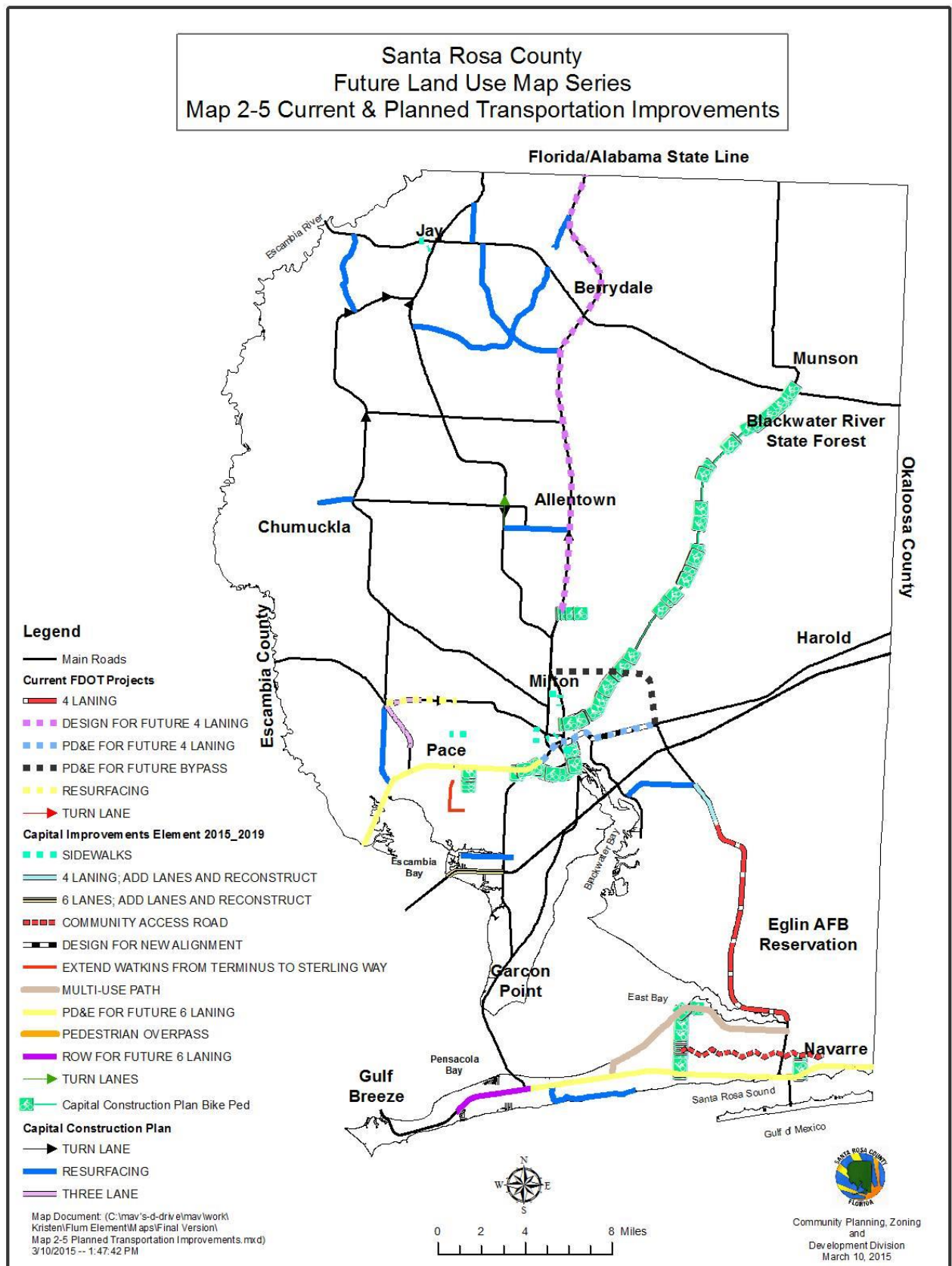
**~~Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.~~**

~~Policy 4.1.F.1~~ 2.1.B.10 • The County will coordinate with the Florida-Alabama Transportation Planning Organization (TPO) in the development of the Traffic Operations Project Priorities for inclusion in the five year Transportation Improvement Program and in the development of the Transit Development Plan.

~~Policy 4.1.F.2~~ 2.1.B.11 • Prior to approving new road construction projects for the purposes of adding capacity the County shall investigate the feasibility of alternative improvements to the existing roadway system such as: intersection improvements; synchronization of traffic signals; traffic calming measures; installation of auxiliary lanes; redesign and realignment of roadways; and multi-modal systems.

~~Policy 4.1.F.3 • The Santa Rosa County Land Development Code will continue to include provisions for entering into development agreements in order for developers to implement infrastructure improvements as a condition of a development order.~~

*Staff Analysis Note: This policy was relocated to Policy 2.1.E.4 below.*



**Objective 2.1.C • Provide for multi modal transportation facilities that are viable transportation alternatives, promote community health, and are safe non-motorized transportation facilities for mobility and recreation.**

*Staff Analysis Comment: Statutory requirement for transportation element now includes “multi-modal” planning.*

Policy ~~4.1.F.4~~ 2.1.C.1 • Santa Rosa County shall coordinate with the ~~MPO~~ TPO on the development of the Bicycle and Pedestrian Plan. The County will seek to include projects identified in this plan in the Capital Improvements Element when financially feasible or seek outside funding, from sources such as TPO set aside, Transportation ~~Enhancement~~ Alternatives Program, Community Traffic Safety Team, Safe Routes to School, and others, to advance their completion.

~~Policy 4.1.F.5 • The Santa Rosa County Land Development Code shall require residential and commercial project designs to incorporate interior connections and interconnections to reduce traffic on major arterials, collectors and intersections.~~

*Staff Analysis Note: This policy was redundant with 2.1.A. 3*

Policy ~~4.1.F.6~~ 2.1.C.2 • Santa Rosa County shall coordinate with the West Florida Commuter Assistance Program (RideOn) and Florida Department of Transportation to facilitate car pooling and van pooling in an effort to reduce single occupancy vehicle trips, increase commuter travel options and implement employer based transportation demand management strategies in order to enhance the efficiency of the existing transportation infrastructure, decrease vehicle miles traveled, reduce recurring congestion and, specifically, to preserve existing capacity during peak daily travel times.

Policy ~~4.1.F.7~~ 2.1.C.3 • The County shall explore grant opportunities and other funding sources to implement transit as an alternate mode of travel in accordance with Transit Development Plans, Transportation Planning Organization Long Range Transportation Plans, and the Santa Rosa County Transit Feasibility Study ~~conducted in 2007~~ completed in August of 2008.

~~Policy 4.1.F.8 • The County shall provide bicycle and pedestrian access to public schools consistent with Florida Statutes. Bicycle access to public schools should be incorporated in the countywide bicycle plan. Parking at public schools should be incorporated in the countywide bicycle plan. Parking at public schools will be provided consistent to applicable Land Development Regulations.~~

Policy ~~4.1.F.9~~ 2.1.C.4 • It is the policy of the County to reduce hazardous walking conditions ~~consistent with Florida’s Safeways to School program~~ within the vicinity of public schools. The County, in coordination with the School Board, shall implement the following strategies:

1. New developments adjacent to school properties shall be required to provide a right-of-way and a direct accesspath for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;
2. ~~For new developments and redevelopment,~~ Within 2 miles of an existing or planned school, the County shall promote sidewalks (complete, unobstructed, and continuous with a minimum width of 5 feet) or payment in lieu of installation along the corridor that directly serves the school, or qualifies as an acceptably designed walk or bicycle route to the school.
3. In order to ensure continuous pedestrian access to public schools, priority will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, ~~and specific provisions for constructing such facilities will be included in the County's schedule of capital improvements adopted each fiscal year;~~ and
4. Evaluate school zones to consider safe crossing of children along major roadways, including prioritized areas for sidewalk improvements including; schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements.

**~~Objective 4.1.G • Establish strategies that will facilitate the use of alternatives to traveling on the Florida Intrastate Highway System to protect its interregional and intrastate functions.~~**

~~Policy 4.1.G.1 • The County supports the continued utilization of the Garcon Point Bridge as an alternative to SR 87, which is part of the Florida Intrastate Highway System in order to minimize local traffic on this facility.~~

*Staff Analysis Note: This Policy was relocated.*

~~Policy 4.1.G.2~~ 2.1.C.5 • The County shall, as necessary, ensure that development includes features that encourage cross access, bicycle use and pedestrian movement to minimize utilization of the major roadway network, particularly in urban or urbanizing areas.

Policy 2.1.C.6 • All new development projects with internal circulation and or parking needs shall be required to provide safe and convenient labor intensive transportation facilities such as sidewalks, cross walks, throughways, and bicycle parking to accommodate the needs of the development project. Nothing in this policy shall be construed to limit further Land Development Code requirements for frontage road sidewalks or bike facilities.

*Staff Analysis Note: This policy was modified and relocated here, not a new policy (reference Policy 4.1.A.3).*

Policy 2.1.C.7 • New Residential developments of a specified density shall be required to construct sidewalks internal to the development that connect to external facilities, if existing, as specified within the Land Development Code.

*Staff Analysis Note: This is a new policy that would require Land Development Code implementation. It specifies that new residential developments of sufficient density- staff recommends that the Land Development Code specify developments that are three units per acre or greater in density- shall be required to install internal sidewalks. This is consistent with the current requirements of Escambia, Okaloosa and Walton Counties.*

**Policy 2.1.C.7 • New subdivisions shall incorporate sidewalks within the subdivision and leading to schools based on traffic volumes and proximity to schools.**

*Staff Analysis Note: This policy was relocated here, not a new Policy (reference Policy 4.1.O.10). However staff recommends clarification of the Policy within the Land Development Code for effective implementation.*

**Policy 2.1.C.8 • The County will support connections and improvement of Old State Road 1 (Old Brick Road), the Blackwater Heritage Trail, and the Bagdad Heritage Trail as alternate modes of travel between Milton, Bagdad, East Milton, and Naval Air Station Whiting Field.**

*Staff Analysis Note: This policy was relocated here, not a new Policy (reference Policy 4.1.O.12).*

**Objective 4.1.H.D • Encourage accessible public transportation for the transportation disadvantaged.**

Policy ~~4.1.H.1~~ **2.1.D.1** • Continue to support the coordination of local social service transportation by the designated provider.

Policy ~~4.1.H.2~~ **2.1.D.2** • Continue to work with the Florida-Alabama Transportation Planning Organization (TPO) on the development of the Transportation Disadvantaged Service Plan.

**Policy 2.1.D.3 • In coordination with the Community Transportation Coordinator, the Florida-Alabama TPO and the Florida Department of Transportation, the County shall consider expansion of public transportation services.**

**Policy 2.1.D.4 • If fixed route public transportation is planned, stops will include major traffic generators or attractors and will try to connect people with destinations depending on the purpose of the route: access to jobs, shopping, recreation, medical, education, etc.**

~~**Objective 4.1.I.1 • Minimize adverse impact on the economy, environment, natural and scenic views and existing developments by balancing the location, design, construction and operation of the transportation system with existing development and environmental features.**~~

~~Policy 4.1.I.1 • Coordinate transportation decisions with the goals and policies of TEAM Santa Rosa.~~

~~Policy 4.1.I.2 • Design and build transportation facilities to reflect the scale and character of surrounding development and natural features.~~

~~Policy 4.1.I.3 • Provide or require the provision of non-motorized transportation facilities to link residential areas with recreational, public institutional and commercial areas in a safe manner. These facilities can include, but are not limited to, sidewalks, multi-use paths, pavement striping and signage.~~

**Objective 4 2.1.J E • Provide measures to relieve financial constraints on improvements to the transportation system.**

~~Policy 4.1.J.1 2.1.E.1 • Encourage greater state and federal participation in funding transportation projects and local adoption of measures to augment these revenue sources if needed.~~

~~Policy 4.1.J.2 2.1.E.2 • Seek outside grant funding to construct or advance construction of transportation projects within Santa Rosa County.~~

~~Policy 4.1.J.3 2.1.E.3 • Equitably distribute transportation costs by requiring development projects to construct appropriate transportation improvements on the public transportation system in accordance with the development's proportional impact. These improvements can include, but are not limited to, ingress/egress lanes, traffic control measures and turn lanes within the development's area of impact.~~

Policy 2.1.E.4 • The Santa Rosa County Land Development Code will continue to include provisions for entering into development agreements in order for developers to implement infrastructure improvements as a condition of a development order.

*Staff Analysis Note: This policy was relocated, not a new policy (reference Policy 4.1.F.3).*

Policy 2.1.E.5 • The County shall use measures of congestion to prioritize roadway transportation projects in the Capital Improvements Element.

*Staff Analysis Note: This policy was relocated, not a new policy (reference Policy 4.1.E.1).*

Policy 2.1.E.5 • Based on the traffic impact analysis provided by the applicant, development projects requiring large scale amendments to the Future Land Use Map may be provided the option of entering into a development agreement that specifies one or more of the following: paying a proportionate fee; providing right of way or land in the form of a development exaction; providing for a physical improvement; development phasing; or a reduction in development potential as a means of mitigating any impacts generated by the development.

*Staff Analysis Note: This is a new policy that codifies current operating procedure. In the past, when deliberating large scale plan amendments these options have been utilized by the Zoning Board and Board of County Commissioners as an option for the development project to move forward.*

**Objective ~~4.1.K.F~~ • To provide safe, coordinated, economical and attractive aviation facilities to meet the private aviation demand requirements of the County.**

Policy ~~4.1.K.1~~ 2.1.F.1 • The Santa Rosa County Land Development Code contains regulations addressing noise abatement, the height of structures, land use compatibility and Airport Environs Overlay Zones.

Policy ~~4.1.K.2~~ 2.1.F.2 • The County will support the Peter Prince Airport improvements identified as desirable in the ~~2000~~ 2015 “Master Plan Update”.

Policy ~~4.1.K.3~~ 2.1.F.3 • All development and expansion of existing or proposed aviation facilities shall be consistent with the adopted herein Future Land Use Map and the goals, objectives, and policies of the Conservation and Coastal Management Elements of this Plan.

**~~Objective 4.1.L • Coordinate the surface transportation system with airports and related facilities.~~**

Policy 4.1.L.1 • The County will continue to cooperate with the Florida-Alabama Transportation Planning Organization (TPO) and the Florida Department of Transportation in order to provide access and mobility to Peter Prince Airport.

Policy 4.1.L.2 • The County will continue to cooperate with Chessie System Xpress Transportation (CSX), Inc. and the Florida Department of Transportation so that access to Peter Prince Airport by rail is maintained.

**~~Objective 4.1.M • The County shall continue to coordinate its transportation and land use planning activities with the military.~~**

Policy 4.1.M.1 • Reserved

**~~Objective 4.1. M • Preserve corridors for improvement of the transportation network to maintain adopted level of service standards.~~**

Policy ~~4.1.N.1~~ • ~~Identify corridors to be preserved for improvement of the transportation network on the Future Transportation Map Series. Corridor preservation applies to~~

~~(1) addition of lanes to existing roads;~~

~~(2) new alignments where no road currently exists;~~

~~3) multimodal facilities such as paths and transit facilities; and~~

~~(4) intersection improvements.~~

Policy 4.1. N.2 • ~~A transportation corridor preservation ordinance will be developed for the purpose of protecting rights of way for improvement of existing facilities and for future new alignments and facilities identified on the Future Transportation Map Series.~~

**~~Objective 4.1.O • Implement strategies to reduce green house gas emissions through transportation planning, multimodal transportation services, and infrastructure improvements. Increasing traffic congestion and vehicle miles traveled (VMT) contribute to the rise in green house gases. Therefore, transportation planning, multimodal transportation services and infrastructure improvements aimed at reducing the growth of traffic congestion and VMT will help to reduce green house gas emissions~~**

~~Policy 4.1.O.1 • The County shall continue to participate in the Florida-Alabama Transportation Planning Organization (TPO) Congestion Management Process to reduce congestion on roads within the County's jurisdiction.~~

~~Policy 4.1.O.2 • The County shall continue to participate in the Florida-Alabama TPO Traffic Signal Working Group to advocate the set aside of federal/state funds for traffic signal timing on a regular basis and to identify corridors for traffic signal timing within the County's jurisdiction.~~

~~Policy 4.1.O.3 • The County shall continue to work with the Florida-Alabama TPO Technical Coordinating Committee to identify intersections in need of pedestrian actuated crossing signals, which reduce congestion by only allowing time for pedestrian crossing in the signal timing cycle if pedestrians are physically present, thus allowing more time for passage of through traffic and less time for engine idling.~~

~~Policy 4.1.O.4 • If Santa Rosa County becomes designated as non-attainment of the ozone air quality standard, the County will participate in the interagency planning process and other measures to ensure conformity with the ozone budget. As a by-product of the conformity planning process for ozone, green house gases will also be reduced since the same measures to reduce formation of ozone at ground level (reducing traffic congestion and reducing vehicle miles traveled) will also result in reduction of green house gases~~

~~Policy 4.1.O.5 • The County shall participate in the update of the US 90 and 98 Corridor Management Plans whose goals are to identify short term projects to improve transportation systems operation and safety. Projects are implemented as funding becomes available.~~

~~Policy 4.1.O.6 • The County shall continue to participate with the Florida-Alabama TPO in development of the TPO's plan for bicycle/pedestrian facilities to be funded by federal and state set aside funds in the TPO planning process. In addition, the County shall develop its own plan for bicycle/pedestrian projects targeted to other funding sources such as grant programs and county revenues.~~

~~Policy 4.1.O.7 • In coordination with the Community Transportation Coordinator, the Florida-Alabama TPO and the Florida Department of Transportation, the County shall consider expansion of public transportation services.~~

*Staff Analysis Comment: This Policy was relocated.*



~~Policy 4.1.O.8 ● If fixed route public transportation is planned, stops will include major traffic generators or attractors and will try to connect people with destinations depending on the purpose of the route: access to jobs, shopping, recreation, medical, education, etc.~~

*Staff Analysis Comment: This Policy was relocated.*

~~Policy 4.1.O.9 ● The County shall continue to work with the West Florida Commuter Services program staff and Florida Department of Transportation to facilitate car pooling and van pooling.~~

*Staff Analysis Comment: This Policy was relocated.*

~~Policy 4.1.O.10 ● New subdivisions shall incorporate sidewalks within the subdivision and leading to schools based on traffic volumes and proximity to schools.~~

*Staff Analysis Comment: This Policy was relocated.*

~~Policy 4.1.O.11 ● New developments should connect with adjacent developments to decrease patrons' vehicle miles traveled and to improve the efficiency of the roadway.~~

*Staff Analysis Comment: This Policy was relocated.*

~~Policy 4.1.O.12 ● The County will support connections and improvement of Old State Road 1 (Old Brick Road), the Blackwater Heritage Trail, and the Bagdad Heritage Trail as alternate modes of travel between Milton, Bagdad, East Milton, and Naval Air Station Whiting Field.~~

*Staff Analysis Comment: This Policy was relocated.*

~~Policy 4.1.O.13 ● The County shall support trails, sidewalks, and connections that serve multimodal travel as an alternative to motor vehicle travel on US 98 and US 90.~~

*Staff Analysis Comment: This Policy was relocated.*